COAL OIL JOHNNY.

Life out in Nebraska.

pernicious spendthrift when young.

His present home is at Lincoln

without some such publication as this

SOUTHERN BLOCKADE. masingsforWen

IN giving a man a PRESENT, give him something that's ELEGANT

How about a Nice Umbrella?

We have just received a new line in all the latest handles. A Good Gloria Silk for \$2.25. We have others from \$1.00 up to \$5.00.

FALL NECKWEAR

In New and Elegant designs. A man never has too many. One in a box at \$1.00--just the thing for a Present. A splendid line at 25c, and 50c.

A nice line of-MUFFLERS, HANDKERCHIEFS, COLLARS, CUFFS, AND SHIRTS.

MEANS TO SELL

100 Fine Carriages, Buggies, Phætons,

A., were kept patrolling the shores at night to protect any blockade runner that might have to be run ashore to

At Greatly Reduced Prices, From now until December 25th,

FOR SPOT CASH.

Call and see my Stock and get the Prices and you will buy. mean to sell at the lowest for Standard Grade Goods ever offered in Anderso This Reduction only holds good until Dec. 25, 1895.

J. S. FOWLER.

HAVE YOU SEEN....

OUR ONE DOLLAR BROGAN?

from now until January 1st, 1896.

JUST RECEIVED,

Fifty Boxes Old Time Twist Tobacco, In 10 to 12 pound boxes, just the thing for Xmas Present to Father or Brother.

We carry a full line of Staple Dry Goods, Heavy and Fancy Groceries.

In every department we give full value for every dollar spent with us.

D. P. SLOAN & CO.

Evans' Pharmacy No. 4 Hotel Chiquola,

You will find a nice assortment of the latest 'get up" in— XIMAS GOODS, Celluloid, Aluminum and Cut Glass NOVELTIES.

Which will please the eye as well as the purse. Go and make your selections AT ONCE.

Also, nice large boxes NUNSALLY CANDY, suitable for your best girl. FINE EXTRACTS

EVANS PHARMACY.

IT WILL PAY YOU!

To drop in and see our Goods and get our Prices before parting with your hard-earned Cash, as we are in position to meet all competition, and will save you money on every purchase.

WE have a big Stock of Jeans, Flannels and Staple Dry Goods at prices that never fail to sell.

Also, a big Stock of SHOES, bought before the advance. All we have to do is to show our Shoes and the prices do the rest. They are certainly going fast.

We sell the most popular and reliable brands of FLOUR in Town. Chesper than you have been paying for inferior stuff.

We always sell the best COFFEE. We can suit anybody on Tobacco, both in quality and price.

Acids and Fertilizers on hand now.

BROWNLEE & VANDIVERS.

Below we mention a few Goods on which

WE CAN SAVE YOU MONEY

Doors, Sash and Blinds, Builders Hardware of all kinds, Syracuse Turning Plows, Syracuse Subsoil Plows, Rubber Belting. Leather Belting, Machinery Supplies, Pipe and Pipe Fittings, Inspirators, &c. Sporting Powder, Blasting Powder, Loaded Shells, &c.

When in the market for any of the above named Goods, or anything in the Hardware line, you will do well to inspect our stock and get our price before you buy.

Yours truly,

Tales of Stirring Adventures on our

A reporter spent an evening last ern or old inlet and the same distance to the northern or new inlet, and by who graduated from the naval acade- the signal officer aboard the blockade my, and rendered distinguished service in the Confederate States navy. runner catching one of these telegraph "Blockade raiding," said he, "is a tion was at once made with Fort science. It is attended with great Fisher and Fort Caswell to the effect

risks and dangers, but when properly studied it may be operated with absolute success and comparative safety. I hear it said in these times that blockades cannot be run now on account of the search light, but I can run a blockade now. I would get a search light, too. While it is true that the number of vessels in a fleet is known to each in the cordon, the location and position of each at all times is not known and for that reason the uncertainty that would surround the identity of a blockade runner carrying a search light, would give her an advantage, and an opportunity to reach a point of safety before she was dis-

"Enormous profits were made dur-ing the war by blockade running by both private parties and corporations. The only ports of the Confederacy for running the blockade were Galveston, Tex., Mobile, Ala., Charleston, S. C., and Wilmington, N. C. The latter was the principal port, for the reason that it was more accessible, it having the new and old inlets. The old inlet, being the Southern entrance, was guarded by Fort Caswell and Fort Fisher. The new inlet from the North was guarded only by Fort Fisher and a small battery on land. Both of these inlets lead into Cape him £100,000 against £50,000 that he Fear river, on which is situated the city of Wilmington, twelve miles from its mouth. On the coast of each side keep her from falling into the hands of the enemy. These batteries did

valuable services. "Notwithstanding the Federal government did all in its power to effectually seal up or blockade this port, it having at one time nearly 200 vessels in the blockading squadron, in one night 12 vessels forced the blockade successfully and entered the port. Fourteen attempted to effect entrance but two were captured. The vessels were loaded with provisions, medical stores, arms and munitions of war for the Confederate government.

"The inducement for running the blockade was the enormous value of Old Dominion, which, for over two cotton, it being bought in the Confederacy for 25 and 30 cents a pound in of Wilmington and port of St. George, eracy for 25 and 30 cents a pound in gold, or its equivalent, and sold out- Bermuda, on regular schedule adverside for \$1.60 to \$1.80 per pound; tised time. Each of these ships cost consequently the profits were enormous, even if the risks were great. \$250,000, and after the war they were their work at the Exposition yestermous, even if the risks were great. Most of the blockade running was done by corporations. Among the largest of these engaged in the business was the Bee company of Charleston, S. C., who owned the famous blockade runner, Cyrene. She ran the blockade 32 times in and out of Charleston, S. C. When Charleston was evacuated, she was lying at her wharf and her owners burned her hands of the enemy. The Confederate government owned several blockade running vessels to replenish the supply store, and also several States owned blockade runners, among them Virginia and North Carolina. To give an idea how quickly these ships were constructed, an order could be given to a shipbuilder on the Mersey or Clyde for a ship costing from £40,000 to £50,000—\$200,000 to \$250,000. These vessels were anchored in the river ready for sea 60 days after the contract was signed. These vessels were light draught, requiring not over nine feet of water, and had a speed of 15 to 18 knots an nour. After completion the vessel was cleared from Liverpool or the Clyde for the port of Nassau or St. George, Bermuda. When she arrived in port her top hammer was taken down and the blockade running crew at once shipped. The captain was paid the enormous wages of \$5,000 in gold and \$5,000 in Confederate money. The pilot was paid \$5,000 in gold and the chief engineer was paid the same; the first assistant, \$3,000; second, third and fourth engineers, \$2,000 each, per voyage. One voyage per month was made, each being made in the dark of the moon. Seamen and firemen were paid \$300 a month, \$100 on signing shipping articles, the bal-ance on return of the ship to port. Officers were paid on return of the ship to port. The leadsman was paid \$500 a month. His services were required only when the ship was coming in or going out of port. The signal

officer was paid the same. "The ship being fully prepared having been painted a leaden color so as not to be distinguished in the dark, and having taken in her cargo, her inward cargo consisted of bacon, provisions, pig lead, boiler iron, medical stores and munitions of war, she at once cleared for Halifax, N. S. All these blockade runners had English register and English colors. Owing to her majesty's proclamation of April 1861, forbidding her subjects to so fine that the Bat, after her capture when they made the mistake of enterviolated their registers and conse- fett was one of the most successful quently on the return voyage had to blockade runners of the war. After get out a new register.

'All the vessels, the property of the Confederate government were registered as the property of Frazer, Trenholm & Co., England, the com-mercial agents of the Confederate

government in that country. "The blockade runners were built with a double set of boilers and prior to making the coast steam was got up on all the boilers, so as to give the ship all the steam she could carry. Every vessel had steam blow-off cocks possession, to bring Mrs. Moffett and below the water line. No lights were their children and return to the ship. shown on the vessel while at sea, and | The pilot was gone about 10 minutes, all the vessels burned antracite coal, when he returned with his wife and which is comparatively smokeless and children and reported that the enemy cost from \$18 to \$20 a ton. No dogs or roosters were allowed on board ship. Officers and men while running the ately hitched onto the boat and swung

chains, the signal officer generally hawser, which was done, and the amidships with his signal boxes, the ship's head swung around and she captain and pilot and two men at the stood out to sea. Three or four other stern. All lights are extinguished. while jollifying over the delusion of robbed him.—Atlanta Constitution. The land was generally made by the having successfully run the blockade. ship six to ten miles to the southward "He returned to Bermuda, where he

port of Havana, Cuba, where he about the same distance to the northward of new inlet. The blockade was took in a cargo for the trans-Missisgenerally run from a quarter to a half sippi department. Safely running the blockade into the port of Galveston, mile off the coast and sometimes nearer. Military telegraph officers after discharging his cargo, he loaded up with a return cargo of cotton, were stationed at close intervals along which was the last cargo of cotton carried out of the port of Galveston during the war. He returned to Havana and laid .there some time, and was ordered to take the ship to Liverpool, England, which he did, and his vessel soon went to the boneyard. These blockade runners were useless as merchantmen, because they were too light-that is, their capacity was so, giving his name, was in the act of too small and they consumed too much coal. They were speedy, and were soon out of the reach of any war for her and protect her, which was often done when the blockade runner "In May, 1864, I was in command

of the blockade runner, Annie, a gov-

ernment vessel. One Saturday night

14 of us attempted to run the blockade

and 12 of us succeeded in getting in.

of oranges for the hospitals, \$80,000

lead, iron and valuable stores.

in government gold, arms, bacon, pig

1863 when the Confederates were hard

eston, S. C., ran a blockade to the

port of Nassau, where he purchased a

arge fore-and-aft centerboard schooner

and loaded her with salt, clearing her from the port of Nassau to the port of

Baltimore, his purpose being, of

course, to run a blockade in Charles-

ton. Capt. McMillan kept two logs-

a false log and a true log; his false log showed that he was between Hat-

teras and Cape Henry when he was

really off Charleston. He dropped

both his anchors overboard, damaged

his sails and appeared very much sur-

leet off Charleston. He appealed to

the Federal admiral for assistance

He being a kind hearted man, supplied

the windward. This was what the

captain didn't want, but he couldn't

hoisted his centerboard, and com

tured. The admiral said: "I have

got you now, my boy. You played me a sharp trick but I will treat you

well. I will send you to New York.

And he did; he treated him well."-

Galveston Daily News.

up for salt a Capt. McMillan, of Char-

I had 40 boxes of lemons and 10 boxes

ANDERSON, S. C., WEDNESDAY MORNING, DECEMBER 18, 1895.

day time. Once by the Gibraltar, the ex-Confederate war steamer Sumter, which was commanded by Captain Semmes, and which, by the way, was the first war vessel ever floated by the government. By a trick she succeeded in running it from the northward by hoisting the Federal flag. She ran down to the fleet, the Federals thinking she was a transport from the North. She had on board four 200pound Whitworth guns and other munitions of war for Fort Sumter, Charleston harbor and Fort Fisher before the Federals discovered their error. The Will o' the Wisp, Captain Capers owner and commander, succeeded on another occasion in running the blockade in the daytime. The captain was a Scotchman, and one day some of the blockade runners on the board of trade were guying him about the insignificant appearance of his vessel, which was small, but one of the best for speed in the port. She could make 18 knots an hour. They offered to bet could not run the blockade in daytime. He took them up. It was customary for blockade runners to load and run down and anchor off Smithville, at the mouth of Cape Fear river, under protection of our forts, and then make the blockade at night. The Federal fleet saw the Will o' the Wisp coming down the river and supposed of course she would anchor, but instead she shaped her course right through the fleet. They had nothing that could catch her. They fired two shots at her, one passing through her cabin above the water line and the other carrying away her flagstaff. Captain Capers won his £100,000 and became the hero of the day.

the coast 10 to 15 miles to the south-

stations with his signals communica-

that such a vessel with captain so and

running the blockade and to look out.

The blockade was run only twice

during the war in Wilmington in the

was chased by the enemy.

"Showing the systematic manner in which the blockade was run, I remember the Virginia Importing and Exporting Company of Petersburg, Va., who owned a fine line of two ships named the City of Petersburg and the made a daily line between the city of Liverpool, England, and the city of Dublin, Ireland.

"Many strange names were given to ships running the blockade. Among them was a line of three funnel boats belonging to a London blockade-run-ning firm. These boats were christened Letter B. Letter Go, and Letter Rip. The finest vessel in the business only made one voyage; she was carry 15,000 bales of cotton. The war ended soon after she was built and put an end to her career as a block-

"One of the sad incidents in running the blockade was connected with a ship belonging to James H. Crenshaw of Richmond, Va. His ship cleared in '63 for St. George's Bermuda, and her pilot, named Davis, had had yellow fever and was just recovering from it. The captain asked him if he would take the ship in. He replied that he would, if it was the last ship he ever piloted. The night the ship made the coast he took a relapse and was carried on the bridge in a chair and successfully piloted the ship into port, and when the ship dropped anchor his spirit went aloft.

"Another distressing incident was when the Greyhound, Capt. Beard, was running in the new inlet. She accidentally ran ashore. Mrs. Green how, who was so long kept a prisoner in her residence at Washington by the Federal government and guarded by a negro, was a passenger on board this ship with her daughter. In stepping

into a boat to go ashore she made a misstep and was carried down by the weight of gold that she had in two belts around her body. Her body was recovered next day.
"The Greyhound, in running the

blockade out of Wilmington, was captured by the United States sloop-ofwar Connecticut. Ensign Harding was put in command of her, with orders to take her to New York. had as passengers Mr. Pollard, editor and proprietor of the Richmond Examiner, and the famous Belle Boyd. "The Confederate government built

the first steel ships at Laird's yard in Liverpool, England, that were ever built. These were for the purpose of running the blockade, and were christened the Owl, the Bat and the Wren. The Bat and the Wren were captured on their first or second voyage in runengage in assisting either side during by the Federals, was fitted up and put the late unpleasantness, these ships, in condition as a yacht for Mr. Lincoln, and was used for that purpose ing the port of Wilmington, instead of Halifax, and running the blockade, was commanded by "Capt. J. N. Moflanding me with dispatches for the Confederate government in January, 1865, at Lockwood's Folly (or Windy Hill,) and not being able to find out whether Fort Fisher was captured, or whether or not Wilmington had fallen, Capt. Moffett undertook to ascertain this information himself. He ran in under Fort Fisher, which had fallen, and anchored with a hawser off Smithville. He sent the pilot ashore with orders, in case the Yankees were in blockade were always in their stocking it aboard with its precious burden. Capt. Moffett had a man stationed at

PIEDMONT THE PIONEER.

Mill No. 4 of the Famous Old Plant Com-

facturing company at Piedmont, on the Saluda river eleven miles below Greenville, is now virtually completed and awaits only the machinery to be in full working order. This mill will e No. 4, its older brothers having been at work during a varying number of years.

of the best of which is that it marks the triumph of a pioneer enterprise and contradicts the familiar proverb that the leaders in any great undertaking never enjoy the best fruits

Cotton manufacturing in Greenville has long had a foothold, but it was many years a very precarious one. Away back before the war we had factories here and some of them did well, although on a small scale. The Batesville and Fork Shoales factories were the most important, but the industry seemed to be at a standstill until Colonel Hammett organized the Piedmont company and selected the site at a well known Saluda river shoal.

prised when he sighted the Federal It was a desperate and for a time him with new anchors and sent a sailar rently a hopeless struggle. The maker and his crew aboard and repaired his sails. Capt. McMillan original capital was \$250,000. It was subscribed, but the great panic of 1873 spent two days with the Federal fleet. came on, nobody could pay and noth-When he went aboard the flagship he ing could be done. It was not until bade the admiral goodby and thanked 1875 that the first mill was built and him for his kindness. The admiral the work was done in the face of diffioffered him a towboat to tow him to culties which would have daunted less courageous men than those who were interested in Piedmont. At one time refuse it, so he was towed a short distance, when he got rid of the tug, there was actually a complete break down and not even funds enough to buy supplies for the hands at work menced drifting back into the fleet. As soon as he drifted as far as he could be secured. There are men in Greenville now who loaded wagons thought safe, he dropped his center-board and ran the blockade. After with provisions from their own stores and sent them to Piedmont that the oading up with cottod, he attempted people there might have something to to run the blockade out, but was capgo on. Just in the very nick of time when every resource seemed to have been exhausted and every hope was apparently gone Colonel Hammett succeeded in securing aid at the North which pulled him through triumph-Where the water leaped and sang

He Was Fleeced.

Four short change sharpers got in cleverly fleeced at least one unsuspecting victim.

As a result of the little operation three men are locked up at police headquarters suspected of being the individuals who worked the game. The men were pointed out by the victim as being three of the quartet who fleeced him, but the officers are not certain that the identity of the men as been established by the victim.

The members under arrest claim t e members of a party of Brooklynites, stating that they arrived in the city on a special car a day or two ago. They indignantly deny any connection with the short change game, and say that the man who pointed them out is simply mistaken in their identity. The men are all well dressed and bear every appearance of being straight

The case was turned over to the de tectives, and the latter were undecided about holding the three men. The victim of the game thinks that he recognized the three men as the ones who worked him, but it is likely that the men will be released for the want

Yesterday Captain Richard Heath erton, a wealthy mill owner, of Plantersville, S. C., took in the Exposition. While in the forestry building he was approached by a well-dressed man who he thought was an attache of an exhibit. The stranger made himself agreeable, and proposed to show the captain through the building. The latter was alone and did not suspect that his companion had any designs on him.

After walking about awhile conversing pleasantly, the accommodating man in charge of the South Carolinian was approached by a man who greeted him cordially. Presently two more men came up, the four greeting each other. All were introduced to the victim of the scheme. One of the newcomers volunteered the information that he did not intend to return home but intended to make a remittance to that place, at the same time asking the supposed exhibitor if he could exchange some large amount bills for an equal amount in small change, stating that he did not want to put so many small bills in a letter.

The exhibitor, of course, had no bills of a large denomination, and told his friend that he could not accommodate him, at the moment turning to the South Carolinian and asking if he could accommodate the gentleman by exchanging two twenties for fives and tens. The mill owner did not suspect the scheme to fleece him and he obligingly drew forth his wallet and hand ed the man a \$20 bill, receiving for it four \$5 bills. The \$5 bills were placed in the South Carolinian's hand but picked up in an instant to be counted again, the short change man stating that he wanted to make no mistake. After recounting the four fives the money was again handed Captain Heatherton, who thought that he doubled up the fives and put them in his pocket, but subsequent investigaion convinced him to the contrary. While he was earnestly entertained by hree of the men the fourth quickly took the four fives from his hand and placed four \$1 bills in Captain Heath-

Captain Heatherton doubled up the four ones and did not suspect that he had been given short change until two or three minutes later, when he became aroused by the remarkable quick time his newfound friends deserted nim, all having departed abruptly. Examining his money the captain tributes \$1,500 a year to the support extent of \$16, being given four ones instead of four fives. He then reported his loss to the Exposition Police, and Captain Jennings detailed is a staff of five competent teachers in the Midway pointed out three men he Midway pointed out three men he Midway pointed out three men he he thought were the parties who obbed him.—Atlanta Constitution.

— Cultivation to the mind is as coessary as food to the body.

Catarrh Cannot be Cured

with LOCAL APPLICATIONS, as they cannot reach the seat of the disease. Catarrh is a blood or constitutional disease, and in order to cure it with the disease. The Rall's Catarrh Cure is taken internally, and acts directly on the case. Halls catarrh Cure is taken internally, and acts directly on the case. Halls Catarrh Cure is taken internally, and acts directly on the case. Halls Catarrh Cure is taken internally, and acts directly on the case. Halls Catarrh Cure is taken internally, and acts directly on the case. Halls Catarrh Cure is taken internally, and acts directly on the case. Halls Catarrh Cure is taken internally, and acts directly on the case. Halls Catarrh Cure is taken internally, and acts directly on the case is taken internally, and acts directly on the case. Halls Catarrh Cure is taken internally, and acts directly on the case is taken internally, and acts directly on the case is a staff of five competent teachers under a superintendent, Mr. Eskew, who deservedly stands in the front rank of his profession.

Piedmont is the only mill in the South which is in the Chinese and Japanese markets under its own brands and the produces such wonderful results in curing Catarrh. Send for testimonials, free

F. J. CHENEY & CO., Toledo, O.

The discontinuation of the state of the disease. Catarrh is a blood or constitutional disease, and in order to cure!

With LOCAL APPLICATIONS, as they cannot cure!

With LOCAL APPLICATIONS.

In some way the directors of the state of the disease. Catarrh is a blood or constitutional disease, and in order to cure!

With LOCAL APPLICATIONS.

In som "In running the blockade the the bits, and as soon as all were safely found that he had been fleeced to the of a graded school system which may leadsman is stationed in the main on board passed the word to cut the extent of \$16, being given four ones challenge comparison with that of ported his loss to the Exposition hundred pupils are enrolled and there Police, and Captain Jennings detailed is a staff of five competent teachers wheel on the bridge and two men at blockade runners entering port that officers on the case. The South Caro- under a superintendent, Mr. Eskew, the wheel, so in case the bridge is night, unaware of the enemy's posses- linian went with the officers and on who deservedly stands in the front shot away they can unshackle the sion of the fort, were captured as they chains and steer the ship from the chains and steer the ship from the

of the old inlet at Wilmington and coaled up his ship and cleared for the necessary as food to the body.

pleted-A Notable Addition to a Big

Greenville Daily News. The new mill of the Piedmont manu-

The new mill is an object of special nterest for several good reasons, one

The history of cotton manufacturing in this part of South Carolina shows that to the Piedmont mill, to the late Col. H. P. Hammett who was the life and soul of it so long and to the men who stood with and helped him so manfully and faithfully are due the credit for reviving the manufacturing business here and indirectly the tremendous results which have followed.

over the shoals and there was no other sound to disturb the silence twenty years ago, 47,000 spindles are whirling, 1,500 pairs of hands are busy and there is a steady roar and whirr from morning to night of every week day. except at the dinner hour when the working people swarm from the big buildings like bees from gigantic hives and there is an interval of comparitive silence.
Mill No. 1 is 50 feet wide by 250

long and has 10,000 spindles. No. 2 was built in 1882 when the capital of the company was increased to \$600,000. It adjoins No. 1, is 70 feet by 250, four stories, and has 13,-000 spindles.

No. 3 was built in 1890 on the Anderson bank of the river, just opposite 1 and 2. It is 100 by 250 feet and has 24,000 spindles. No. 4, just completed, adjoins 1 and

2 on the Greenville side. Like the others it is four stories and, of course, brick. It is 102 feet by 136 and will contain 10,000 spindles. One pecularity of it is that it will be completed and running in just ten months from the day the directors gave Col. J. L. Orr, who succeeds Colonel Hammett as president, authority to begin work on it. It is built of home made brick and by the company and nearly all the money spent for it was kept at home. It is a handsome mill and a solid one, built to stay. Like the others, it has walls 44 inches thick on the first floor and 36, 32 and 30 inches respectively on the others and is founded on solid granite rock. It was designed by Lockwood, Greene & Co., the famous mill engineers, of Boston, and has all the modern improvements in the way of sanitation, ventilation, lighting, heating and fire protection. Steam heat will be used. There is abundant window space and air and light are further supplied by skylights and monitors on the top floors. There is a complete system of elevators.

The completion of No. 4 will put Piedmont far up in the front rank among Southern cotton mills. Her success demonstrated years ago by the cold facts and figures the advantages this section has in labor, climate, quality of staple, water power and other important respects for the manufacture of cotton goods on a large scale and spindles have come by the hundreds of thousands and dollars by the millions. Now there is a magnificent, a wonderful, array of great mills in Greenville, Anderson, Spartanburg, Union and other counties. Piedmont showed the way and has steadily kept along with the procession, adding continually to plant and The Piedmont pay roll is now \$20,

000 a month and Colonel Orr claims to have the best help in the United States. Many of the Piedmont operatives are children of operatives, born in the town, trained in the Piedmont schools. They are thrifty, healthy, intelligent, prosperous and self-re-specting people who have grown into a eeling of proprietorship and personal nterest in the mills and their work. colonel Hammett from the very beginning took personal interest in his employees and gave much of his attention to securing and encouraging a high class of labor. In this he was actively aided by Superintendent Iler, who thoroughly imbibed his spirit and has faithfully continued his system, and Colonel Orr acts on the same line. He is prouder of his "help" than he is of the big mills and the hundreds of thousands of dollars of which he is officially in control, and next to the 'help' he seems to think most of the schools. The Piedmont company con-

regularly quoted in the market reports F. J. CHENEY & CO, Toledo, O.

of those countries. It makes every year 26,000,000 yards of cloth woven rom its own yarn and spins and sells 15,000 pounds of yarn a week in ad-Every day it loads three freight cars with its product of the day before, shipping most of it direct to the far East. It has 1,250 steam horse power and 2,000 horse power from its water supply. The steam is used exactly as it may be needed to supplement the water. The mills have much alive, in pretty good condition not lost an hour, have not had to wait an hour, during all the unprecedented drought of the fall and winter of this

The old pioneer mills are thoroughly equipped, prosperous and expanding continually and are the centre of a happy, healthy and growing community. Besides its good schools Pied-mont has unexcelled church facilities, the Baptists, Methodists and Presbyterians each having large, handsome and comfortable church buildings on land given by the company. The Presbyterian Church, just completed, is a really beautiful structure, finished in hard wood and designed after the latest models for such edifices. The other congregations are nearly as well equipped. The Piedmont company long ago built a union church, but the congregations have outgrown that.

A library of 2,300 volumes, estabished and kept up and constantly added to by the company is free to all employees. It is the pride and special care of Mr. Rowell, foreman of the cloth room, who watches with keen pleasure the steady growth of a taste for reading, which is attested by the well worn appearance of many of the

With No. 4 at work there will be abor for many more hands, consumption for many more bales of cotton, a large increase in the amount of money brought here from abroad to be distributed among working people, farmers and stockholders. The vast machine, the great aggregate of power of water and steam, of big, tireless wheels, whirling shafts and belting, of hundreds of busy hands and countless intricate mechanisms, the steady river of white cotton tumbling into the mixers in the basements, sucked up to the floors above to be drawn out into endless ropes, passed through series after series of spools, spouts and twisters and then as thread put on the looms and woven into cloth to be rushed into the waiting cars-all this, and all the ramifications of a business of millions of dollars moves so smoothly and easily that Colonel Orr, who is at the head of it all, never seems to be in a hurry or to be bothered over anything and has the opportunity to give his attention to the smallest details of work and management and to take special interest in the welfare of all the Piedmont operatives, from the smallest children in the schools to the veteran of years of

has been so thoroughly adjusted that it works almost automatically. A modest monument of marble

stands in a conspicuous place in the town of Piedmont. It was erected to the memory of Henry Pinckney Hammett, the founder of Piedmont, the man who gave the first impetus to an enormus industrial movement which has revolutionized conditions in this country and is destined to have yet more far reaching results. As a mat-ter of fact, mills Nos. 1, 2, 3 and 4 and Nos. 5, 6 and 7 as they come in their due time and order, and many other tall chimneys and great masses of brick and machinery in Piedmont, South Carolina, will be monuments to Henry Pinckney Hammett, the founder of Piedmont and pioneer of the manufacture of cotton on a large scale in this section. His work has fallen into strong hands and is being carried forward and steadily expanded and extended, but the beginning of it will not be forgotten.

"A Pint of Com."

A very amusing incident occurred loss did not worry him at all. in a place on Gervais street a few nights ago, Constable Beach and Davis figur-He had succeeded in squandering even ng therein. There was a crowd in constables stepped up to the ex-liquor man, and, slaping him on the back, this conversation took place: "I say, Bill, are you in the business

"Oh, yes, I've never been out of it." "Well, I'm terribly dry, can't you get me a pint of corn?" "Oh! certainly."
"How much?"

"Fifty cents."

"Well, all right. Go get it." handing it to the constable. The constable took it, paid the half dollar, and proceeded to arrest in the

hey started for the jail. the bottle and turned it up. Then he spit out a mouthful of corn, and when remunerative that he could find there spit out a mouthful of corn, and when everybody laughed, he exclaimed: "I'll arrest you for obtaining money

Bill submitted to arrest and sug-

under false pretenses." Bill chuckled, and said: "Well, I guess you won't. You told me to get ka, and there, in Lincoln, Coal Oil you a pint of corn. I've fulfilled my Johnny settled down. They were very you a pint of corn. I've fulfilled my contract to the letter, and what's more I gave you full measure, for it's in a dispensary pint bottle. The half dolary labor he could procure. Realar's mine and you can whistle for it." The crowd laughed. And the bottle band around the corner played on.

- Gossip is putting two and two together and making five. - The number of men building and repairing bicycles exceeds to an enormous per centage the number of men at work among horses who are displaced by common use of the new 200,000 bioycles were made. This son's direction, handling freight, tak-year the product will reach 400,000, ing care of the station and so on: and manufacturers predict the future of 700,000 wheels in 1896. The construction of bicycles furnishes employment to a vast army of workmen. Every part of the machine must be prepared by skillfull men. The material for each bicycle cost but \$12 or industrious son. At a time when his \$15, and the difference between that situation seemed most miserable and the workmen and employer.

account and left in their the date of How mu have been probably in that mor

The Famous Spendthrift is Enjoying The pyrotechnic career of the active speculator known as Coal Oil Johnny choice far is not ended, as most people have for were purch a long time supposed. According to the new York Sun Johnny is very cellent A Mrs. Steele physically, and in quite comfortable circumstances. And shocking as it bad idea sho experimen may be to those accustomed to holding him up as a horrid warning to the young the fact seems beyond dispute that his good financial plight to-day is the direct result of his having been

a reckless, irresponsible, drunken and Nebraska, and the story of how he came to go there, and how he got the money on which he is living to-day, is just as romantic as any of those other - As the flow stories which were told about him years ago. He is known as John - Salt rubbed Steele, and he is a healthy and happy on dishes will re head of a family. As he ceased being - Charity lose when heralded by -so far as the general public was concerned-a realizable entity, and passed into history some thirty years - Control you ago, the present generation hardly know him as more than a name associnot obey you, it - Never atte ated with many wildly fantastic stories of amazing prodigality, and perhaps of a woman's we

to rescue him from oblivion, in a little while more the myth finders would fall foul of his name and argue him out of real existence. As it is, however, every one knows something about Coal Oil Johnny's falling into the immense wealth of the Widow McClintock, when, as her others. adopted son, he inherited her oil producing lands in Western Pennsylvania more wom Island. in March, 1862. This sudden acquisition of enormous wealth turned hi head, not all at once, but speedily He wished to find in enjoyment of it an intensified consciousness of its reality, but was too ignorant to do so in

laborious, mechanical way, and that was all he ever learned of the art and name of gro mystery of letters. Only a few months after his marriage he came down to Philadelphia, taking with him a boon companion named Slocum, whose assigned duty was the carrying of his money and paying it out as he chose to squander it. The life of prodigality and uncontrolled dissipation into which he olunged was so wild as to be almost beyond belief. He ordered champagne, not by the bottle, but by the basket. He gave a \$5,000 diamond to a negro minstrel for singing a song that pleased him. He frequently bought carriages and the teams attached when

he wished to ride a few blocks, and then presented them to the drivers. On one occasion he wagered a bottle man last week from wheel pits to skylights, and it away, \$10,000 a day for sixty days, and won the bottle. At another time he received a large sum of money from the rentals on the farm when he was on the street and quite drunk. It was in bank notes, as he always required at least I would it, checks being objects of suspicion it to risk a prop with him, and when he had stuffed it into his pockets they bulged out like those of an urchin after a raid on an apple orchard. His coat could not set well on him, padded with money as he

was, and he was disgusted. Just then he caught sight of a bank, and, rushing into it with the airy for-mality of: "Here, take care of this damned stuff for me; it's a nuisance," dumped the whole pile before the receiving teller, and went away before that functionary could take breath or gather his wits sufficiently to give any evidence of the deposit. And when made eas Coal Oil Johnny, as John Steele was girl lives by this time known, tried, in a brief spasm of sobriety, to remember where he had left all that money, he was quite unable to do so. And, he decided, to hunt it up would involve more trouble than it was worth. Its

more than his vast income, and was the place at the time. One of the in debt. Of course he had been plundered mercilessly right and left, but had literally thrown away several fortunes, and creditors, scenting his downfall, were pressing him. He mortgaged the farm for a large sum and plunged afresh into even wilder extravagance and more reckless dissipa-tion than before, but with less to go upon, and the end came quickly. His mad career was over.

After a short time of abject destitution, in which he was deserted by Bill left and soon afterward return- all who had preyed upon him, he went ed with a pint flask neatly wrapped up, to work driving the Girard House stage, in which guests were carried to and from the railroad depots. Soon he wearied of that, and somebody paid his fare back to Oil Creek, where name of the State of South Carolina. he obtained employment as a freight gested that they take a drink before handler at the depot, in which capacity he earned \$25 a month. That was The constable pulled the neck of not enough to support himself and His wife raised by the sale of her

jewelry a sum sufficient for the transportation of the family out to Nebraspoor, but managed somehow to live. izing the evil fortune of such limitation as had been put upon his capacities by his ignorance, he took care that his son, a bright lad, should receive as good an education as was attainable under the existing circumstances. When the boy was old enough he obtained employment as a ticket and freight agent at the Ashland, Neb. railroad station, and there his father, Coal Oil Johnny that was, plain John Steele, works steadily and patiently vehicle. In 1894 in the United States for the railroad company, under his ing care of the station and so on. And he is hale, hearty, a well preserved man, apparently about 53 years of age, seemingly well contented.

But he is by no means dependent now upon his labor for the maintainance small sum and the large cost goes to the workmen and employer.

his prospects least hopeful, while he was still seeking day's work at any hard labor in Lincoln, fortune again smiled upon him, a gleam of his old luck gilded his life once again.

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